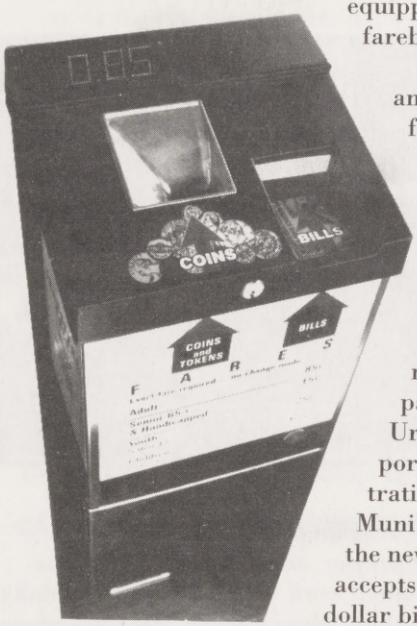
Volume 2, Number 4 Summer 1991

MUNITIMES

Muni Installs Electronic Fareboxes

Entire fleet to be equipped by next year

This summer, Muni began installing new electronic fareboxes on its trolley coach fleet. By March 1992, all passenger vehicles except the cable cars will be equipped with the new fareboxes.



Twelve hundred and fifty new fareboxes, manufactured by the Cubic Corporation of Tullahoma, Tennessee, are being installed under a $5.5 million contract, paid for by an Urban Mass Transportation Administration grant. Unlike Muni's old fareboxes, the new equipment accepts both coins and dollar bills. A coin slot and a bill-acceptor slot are located side by side. The electronic farebox will accept any denomination of coins or bills. The farebox counts and stores the money, and speeds up passenger loading by instantly determining if the proper fare has been deposited. Once the passenger has paid the proper fare,

continued on back panel

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Dear Rider,

As we enter the new fiscal year, belt tightening is upon us, both personally and professionally. With the City facing a projected $135 million deficit, the Board of Supervisors, the Mayor's Office, and the unions have agreed to a salary freeze for all city workers and, if the voters approve, the restoration of collective bargaining on future city salaries. Although Muni and other city departments still face some layoffs in spite of the salary freeze, the alternative could have been worse, with even wider-spread layoffs and service cuts, which would have adversely affected the delivery of transportation to the public.

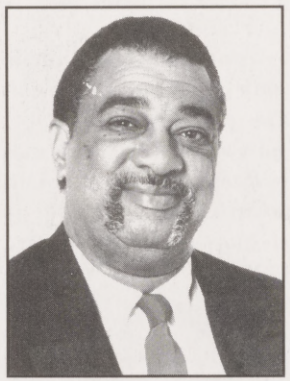

Photo: Carmen Magana

Johnny Stein

I'm happy to report that over the next 12 months we will maintain service levels and that improvements to Muni funded by federal grants will not be affected. In this issue of the *Muni Times* you'll read about two such projects—the installation of electronic fareboxes on all our passenger vehicles except the cable cars and the renovation of the Potrero (trolley coach) division.

Visitors to San Francisco will also be happy to learn of Muni's expanded Passport program, which offers a 7-day Passport in addition to the 1- and 3-day Passports. Both visitors and residents alike will also enjoy reading about the latest edition of Muni's *Street and Transit Map* and the reconstruction of Cable Car 13.

We hope, as usual, that you enjoy learning about Muni's projects, activities and plans in the *Muni Times*. I welcome your comments on all the articles that appear in our passenger newsletter and about anything else concerning Muni that interests you.

Sincerely,

Johnny Stein
General Manager

Letter to the Editor

Dear Ms. Milner,

Thanks to Muni, I was late to work (again) and am utterly frustrated by the incompetence and inefficiency of the Muni underground system. Indeed I am part of the "fortunate" 95% of the City's addresses within two blocks of a Muni transit stop...yet in order to get from Church Street station to the Embarcadero I must allocate at least 30 minutes travel time to commute to my final destination, a distance of only three miles...What is the problem?

April Stolz

Dear April Stolz,

Thanks for your letter. We're aware of the problems with Muni Metro and are trying to deal with them. First, the Boeing light-rail vehicles are poorly designed cars constantly in need of maintenance. We will start replacing these cars with better vehicles in 1994. Second, delays in the tunnel are due to the fact that Embarcadero Station has a stub end causing a back-up once cars reach Embarcadero. The construction of a Muni Metro turnaround, expected to be complete by 1995, and a new train control system will remove the time-consuming bottleneck you complain of in your letter. We wish we could solve these problems overnight. Until we have new cars and subway improvements, travel time in the tunnel may continue to be frustrating. From where you live, taking surface transportation downtown, ie. the 8-Market might be faster.

ed.

Did You Know...

Muni has seven operating divisions where vehicles are maintained and from which they are dispatched into service. Flynn, Kirkland and Woods are diesel coach facilities. Potrero and Presidio are trolley coach divisions. Green is the light rail facility and Cable Car's purpose is self-evident.

7-Day Passport Approved

Tourists can buy weeklong ticket to Muni

The San Francisco Board of Supervisors has approved the sale of a 7-day Muni Passport that allows unlimited travel on all of Muni's regularly scheduled service, including the cable cars, for that period of time. The Passport is also good for a discount on Muni's service to Candlestick Park for ballgames.

The 7-day Passport expands Muni's Passport program launched two years ago with the 1- and 3-day Passports, selling for $6 and $10 respectively. The new 7-day Passport will cost $15. The program was designed specifically for visitors to San Francisco to enable them to get around the city easily and economically for short periods of time.

Passport holders are eligible for discounts at 27 San Francisco attractions under the program, including museums, theaters, and other popular spots. The Passport program has brought over $1 million in revenue to Muni. One hundred and forty-three hotels have Passport brochures in their lobbies, and British Airways personnel inform their passengers about the special program just before their planes land in San Francisco.

The new 7-day Passport went on sale in July. It can be purchased, along with the 1- and 3-day Passports, at Muni Headquarters at 949 Presidio Avenue, Room 239; the Visitor Information Center at Hallidie Plaza at Powell & Market; the police booth at Powell & Market; the Holiday Inn Civic Center at 8th & Market; and the Cable Car Museum at Washington & Mason. (All-day passes are also available for $6 at the cable car fare machines.)

On the Move: Metro service improvements slated

Castro Street Station to close for 10 days

Castro Station will be closed for ten days from August 19th through August 29th while Muni crews install a double crossover east of the station.

Muni is installing the crossover to improve Muni Metro service by enabling a shuttle to operate between Embarcadero Station and Castro Street Station. In other words, outbound light rail vehicles will be able to switch-back and start their return trip to downtown at the Castro Street station instead of having to travel all the way to West Portal Station.

In conjunction with the crossover construction, a new fire suppression system is being installed in the Metro tunnel for greater safety and quicker response in case of a fire emergency. From July 14th through September 12th, light rail service will end at Van Ness Station instead of Embarcadero from 10:00 p.m. to 12:30 a.m., Sunday through Thursday, while construction is going on underground. Friday and Saturday service will go all the way to the Embarcadero Station.

Shuttle buses will supplement regular Market Street service on the 6, 8, 9 and 71 lines while these improvements are being made.

Rules of the Ride

Remember to keep aisles clear. Baby carriages, strollers, shopping carts and other paraphernalia of urban life are allowed on Muni passenger vehicles only when they can be folded and kept clear of the aisle.

Muni's 1991 Street and Transit Map Available

Comprehensive map makes getting around SF easy

The ninth edition of Muni's *Street and Transit Map* hit the stands in July. The map, first published in 1982, is published annually and incorporates route and schedule changes for all of Muni's 78 transit lines, as well as being an excellent all-around street guide.

In addition to graphically depicting the city of San Francisco and all Muni's transit lines, the map also describes each route, features a street index, includes a Guide to Frequency of Service, and indicates points of interest and other transit connections. It also contains detailed fare information, a section on regional transit agencies with their phone numbers, and tips on how to ride Muni safely.

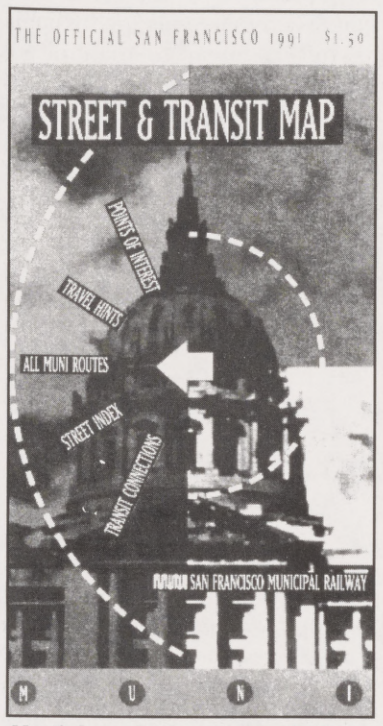

Photo: Kurt Wong

Muni's latest Street and Transit Map

The 1991 *Street and Transit Map* retails at local bookstores and markets for $1.50. It can also be purchased at the City Hall Information Booth and from Muni Headquarters at 949 Presidio Avenue, Room 238.

Another New Cable Car

Car 13 almost ready to roll

Crews at the Woods Carpentry Shop have been busy over the past year giving new life to an old Powell cable car, which would have been dead and buried were it not for these excellent craftsmen.

Cable Car 13, originally built in 1891 by the Carter Brothers Company, was refurbished along with most of the rest of the fleet during the Cable Car System Rehabilitation Program in the early eighties. Then in May 1988, on a routine trip down the Hyde Street hill, Cable Car 13 suffered major damage when it crashed into a truck in a freak accident.

Photo: Carmen Magana

Carpentry Shop crews pose with the fruits of their labor—a brand new Cable Car 13

Thanks to the efforts of Muni's Carpentry and Paint Shops, however, Cable Car 13 has been rebuilt from top to bottom (with the exception of its roof, which remained intact) and the car will soon be ready to roll.

Cable Car 13 has been painted in the United Railroads' post-1906-earthquake colors of dark green, with maroon and white trim. Thanks to all the crews who breathed new life into Cable Car 13. May it live for another 100 years!

Potrero Renovation Moves Along

One-of-a-kind project a challenge to all

The complex renovation of Potrero Division, one of Muni's two trolley coach facilities, is a 16-month project that began in December 1990, and is scheduled to be completed in the spring of 1992.

Basically, the entire facility from "soup to nuts" is being reconstructed. One would think that with an enterprise of such major proportions, daily operations would have to be moved to another location. Not so according to Muni Strategic Planning Department planner John Katz, who is in charge of the project. Katz reports that Muni operators and maintenance personnel are working side by side with construction crews making this a very unusual and challenging project for all. The project, combining major maintenance-yard construction work with the delivery of daily service, is a first at Muni. Muni workers have to endure being moved back and forth from location to location as different phases of construction are begun or completed. They are also subjected to water, dust, construction debris and noise, all the while making sure that runs are met and vehicles are maintained.

Photo: Kurt Wong

A challenging project.

The prime contractor, locally headquartered Barnes Construction, is overseeing 17 different subcontractors. The building itself is being structurally reinforced for earthquake proofing and leak prevention, the entire division is being revamped to handle 60-foot articulated trolley coaches, and increased security, including 10-foot-high peripheral fencing and electronically controlled gates for access limitation, is being installed.

Construction crews and Muni personnel deserve the highest praise for making this project run smoothly despite the challenges it has posed.

A Blast From the Past

In the spring of 1851, one of the first toll roads in San Francisco opened. Organized transportation in San Francisco became necessary due to thousands of people descending upon San Francisco during the Gold Rush. The Mission Plank Road was a three-and-a-quarter mile plank-paved road that ran from California Street to Mission Dolores via Kearny, Third and Mission Streets, bridging the Mission Swamp. The tolls charged ranged from 25 cents for a horse and rider to one dollar for a four-horse team. The Mission Plank Road provided an alternative to traversing the muddy streets and drifting sandhills commonplace in San Francisco at the time.

Muni's Service Gets Highest Rating

Five stars awarded for second year in a row

The *California Transit Guide* has again rated the San Francisco Municipal Railway's service as the only five-star transit service in California, out of a total of 171 transit agencies that were rated. This is the second year in a row that Muni received the high rating.

The rating system is based on how easy a system is to use. No stars indicate that an agency's operating hours are limited and that service is infrequent; one star indicates poor service due to limited hours or infrequent service and no Sunday service; two stars mean fair service, if you're not in a hurry, with minimum or no night service; three stars indicate good daytime service with limited night service; four stars indicate very good service during the day and evening, with the possibility of all night service; and five stars mean excellent service day and night until midnight with all night service available.

The *California Transit Guide* is a complete directory to public transit in California. To obtain a copy, send your check or money order for $19.95 + $2.00 for shipping to: California Transit Publications, Dept. M, P.O. Box 72040, Davis, CA 95617.

Munitoon
The most common misconceptions about the new fare boxes:
BEEP
New fare box
Old fare box
That they are currency friendly and accept any foreign coins as long as the rate of exchange is correct.
Merci
That they can do more than just go 'beep' when the correct fare is inserted.
Thanks m'dear and have a nice day.
That once in a great while, given a certain combination of coins imprinted with certain dates, you can hit Jackpot.
Hallelujah!

Behind the Scenes

Movies set in San Francisco often include scenes picturing cable cars or subway stations. It may seem as if all the film crews did was to point a camera at a cable car, but Muni's involvement is more complicated than that.

Photo: Carmen Magana

Spectators gather to watch the filming of the "Final Analysis" with Daryl Hannah.

When a movie company wants to make a film using Muni equipment, Muni assists the company in every way possible to make the movie a success. The Railway essentially rents its services and facilities to movie companies who also arrange for insurance to cover any liability incurred during shooting. Movie production is a money-maker for the City. Muni charges the movie companies daily fees and the firms additionally pay for all the Railway's expenses during filming. Revenues from movie production go into the City's General Fund.

Filming in Metro stations takes place from 1:00 a.m. to 5:00 a.m. when stations are closed to the public so that daily service won't be interrupted.

Some of the recent films Muni has helped out with are: "Final Analysis" with Daryl Hannah, a CBS movie of the week, "Running Out," with Walter Matthau, and a number of episodes for the TV series, "Midnight Caller." In past years, Muni also contributed to the filming of "The Woman in Red," with Gene Wilder and Gilda Radner and "48 Hours" with Nick Nolte and Eddie Murphy.

Fareboxes *continued from front panel*

a "beep" goes off, telling the driver and passenger that the correct fare has been collected. A digital display also shows the driver and passenger the exact amount of money that has been paid.

The new farebox WILL NOT MAKE CHANGE, nor will it accept passes or transfers. Passengers must deposit the exact fare, pay more than they have to by using a dollar bill if more convenient, or use a pass or transfer. Operators will continue to monitor the use of passes and transfers.

The new fareboxes offer the additional advantages of better accounting and security for Muni's fare revenues. Electronic registers in the farebox calculate the revenue collected for each operator-assignment period, as well as an accumulative amount for more extended periods. Also included under the farebox contract is a special electronic system that will aid Muni in obtaining accurate ridership figures. In addition, vault-control equipment will be installed at six divisions for increased security. At the divisions, revenue will be collected by removing the entire money vault from the farebox, instead of the present method of vacuuming out the revenues.

A public-outreach campaign is underway to inform Muni riders about the new fareboxes. It includes brochures and notices on the vehicles, news releases, and video and radio public service announcements. Although the new fareboxes are easy to use, Muni still recommends that passengers buy Fast Passes, when they can, to speed up loading time even more.

According to General Manager Johnny Stein, "These new fareboxes bring Muni closer to the 21st century. They're fast, accurate, and should serve us well for some time to come."

Credits

MUNI TIMES is published by the Community Affairs Department of the Municipal Railway for the passengers of Muni. Comments and suggestions may be sent to:

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